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LAKE COUNTY GENERAL PLAN

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Land Use

This element of the General Plan presents a guide for future investment and future decisions on land uses, based on what we can predict for the growth of Lake County.

Residential uses are divided into:

- Urban - 5 or more dwelling units per acre, with an average of 5.
- Suburban - 1 to 4 dwelling units per acre, with an average of 2.5
- Recreational - Less than 1 dwelling unit per acre, with an average of 1/2

There is no distinction between the residential areas which will be used by the permanent residents of the county and those which will be used primarily for vacation or recreational purposes. For example, the large area in and around the city of Lakeport is shown as "Urban". Besides full-time residents, this area will hold many small lots and homes, or apartments, which will be used by their owners only on weekends or during vacation periods. However, since there is no way to tell just precisely how this density of development will be used - full time or part time - the standards of development must be the same.

Most probable areas of "Urban" development have been indicated. Any significant growth in these areas will, in most cases, require complete renewal or replacement of utilities, or an extensive plan to tie together and enlarge the existing systems. The expansion of these urbanized areas should be regulated so as to require high standards of street width and paving, curbs, gutters, sewers, water systems, integral fire protection, local recreation and schools, street lighting, and traffic controls where needed.

Areas for light industrial development and future employment have been indicated at all existing urban centers, convenient to both highway and airport communication.

Large areas of the county have been designated for preservation in intensive agricultural uses.

Area where detailed land use plans should be initiated are indicated on the General Plan Map.

Circulation

State Routes

Two new routes for State Highways are proposed. First is an alternate to State Route 20 along the ridge north and east of Clear Lake as a low-speed (45 miles per hour), limited-access parkway and scenic route, with frequent pullouts.

Second route would follow Butts Canyon east from Middletown to an ultimate connection with Highway 128. This route would provide a low-level connection for Lake County, to both the Napa and Sacramento areas.

County Arterials

● Present route of Highway 29, north from the Highway 175 intersection to the Lakeport city limits; and north from Lakeport to the Lucerne Cutoff interchange. This will be a major service road to recreational and urban uses.

● Lucerne Cutoff, of increasing importance if a major recreation facility is established in the area.

● Bottle Rock Road, as an important low-level bypass of the Cobb Mountain route.

● Old Highway 53, Olympia Drive and Lakeshore Drive.

County Collectors

The proposed collector system is shown on the Plan Map. Scott's Valley Road and most of Soda Bay Road (now 'Arterials') are planned as future Collectors, with an indication for 'special treatment'. Both roads serve prime farm areas, to be preserved from urban development. They are to be improved to Collector standards, with strict access and zoning controls, to conform to the General Plan.

Scenic Routes

To preserve the value of Lake County as a recreational center, a long-range program to bring designated portions of State Highways into the Scenic Highway System should be commenced. The value to the County, in terms of publicity, and in terms of the scenic values which will be preserved and enhanced when these highways are reconstructed or re-routed, will more than repay the time and effort which will go into the program.

Recreation

For some time to come, Lake County will have to put its major effort into improving and expanding those parks and recreation areas which are already the responsibility of the County or of County-controlled agencies.

● Open space may be obtained through planned development provisions of the Zoning Ordinance. Developers should be encouraged to develop residential land with common open spaces for both passive and active recreation.

● Require the dedication of land or payment of fees as a condition to approval of any new subdivision. The requirement should operate to meet a standard of one acre of local park land for each 200 people in an urban or suburban area.

● Establish Scenic Areas along major highways and roads in the county. Zoning regulations would limit, or prohibit, uses such as off-site signs and billboards, junk-yards, mines, quarries and mills, and generally unsightly construction or uses.

● Vast areas of Lake County will remain undeveloped, because of steep slope, no access, lack of water, or just plain lack of demand. These areas will be used for timber production, seasonal grazing, and preservation of watershed. Recreational uses will include hiking, and riding, hunting, camping, and viewing by sightseers and tourists. All these uses - or lack of use - provide substantial benefit in preserving the recreational atmosphere of the county. This country should be protected from speculative valuations and from incompatible uses. The Zoning Ordinance should be amended to include a Conservation-Forestry district, allowing a variety of non-urban, non-farm uses on large tracts and parcels.

● High standards of development for such recreational uses as marinas, trailer parks, commercial camp-grounds and resorts. Provisions for adequate parking, access, landscaping, and ample unit/space ratios should be included.

● Park acquisition and development, highway beautification, recreation standards, and the recreation program generally, should be under constant review by a county-wide advisory Recreation Commission.

Background to Planning

Proposals

Lake County lies in the folds of the California Coast Range, on the west edge of the Sacramento Valley. The county is about 25 miles wide, at its widest point, east to west, and about 75 miles long. The main geographical feature is Clear Lake, the largest body of fresh water entirely within the boundaries of California. Clear Lake is located near the center of the county; it is 19 miles long, and eight miles wide; the shoreline, not counting man-made peninsulas and lagoons, is approximately 100 miles; the surface area at high water is about 68 square miles. The lake drains an area of some 460 square miles, not counting the surface area of the lake itself.

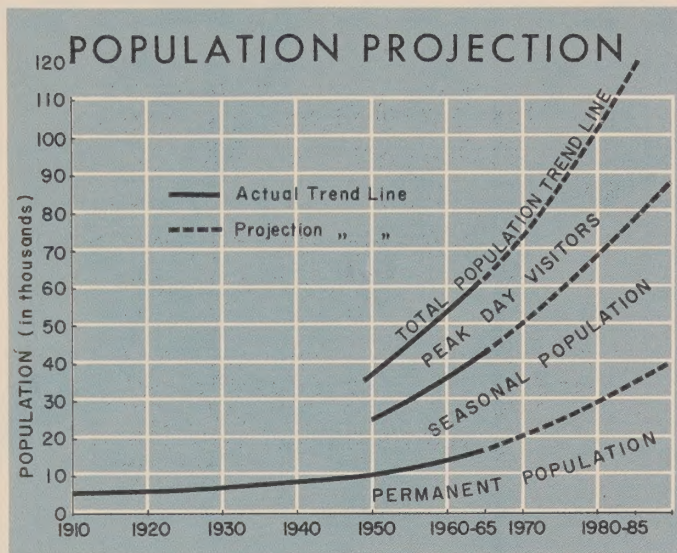
The county is mountainous, with valleys trending northwestward. The general slope is to the southeast, with an elevation of 700 feet in the valleys of Cache Creek and Putah Creek as they flow southeast out of the county.

The growing season averages 195 days in the Kelseyville-Lower Lake area, and 217 days at Upper Lake. For the most part, winters are moderate; a marine air mass usually keeps temperatures above 20 degrees in the basin area. Rains extend from October through April.

Less than 45 per cent of the land area of Lake County is in private ownership. The Federal government holds nearly 44 per cent; most of it - some 243,000 acres - in the Mendocino National Forest. The State owns nearly 14,000 acres - only 560 of which are in developed park use. Less than 1% of the county is 'urban'.

GENERALIZED LAND USE

URBAN		Acres
		7,500
FARM		
	irrigated	15,322
	cropland	44,236
	woodland	87,244
	other pasture	94,783
FOREST		
Private	commercial	70,000
	non-commercial	115,000
Public	commercial	105,000
	non-commercial	260,200
WATER		
		46,080



The Economic Base Study projected the current growth pattern to a permanent, resident population of 35,000 by the year 1985. Approximately two-thirds - 24,000 to 25,000 - will be living in concentrated, urban areas.

Lake County also has a "second population"; the owners and renters of second homes, and of permanently located trailers, who will spend much longer than the normal vacation period in the county during the course of a year.

Projecting construction of new units yields the following figures. Number of dwelling units required by the permanent population is based on an estimated 40% occupancy.

Unit Type	Unit Total	Peak Population
Houses	31,000	86,800
Mobilehomes	3,400	8,500
Trailers	1,000	2,500
Resorts	4,200	12,600
Campsites	4,360	13,080
	43,960	123,480

Peak days could see the addition of 55-60,000 "day-use" visitors, to swell the peak population beyond the 180,000 mark.

The "permanent" population of 35,000 will be occupying some 12,400 homes, at an average of 2.55 persons per unit, and some 1,400 trailers, at an average of 2.0 persons per unit.

The General Plan will be used continually in making decisions on the timing and location of public buildings, parks, utilities and services, as well as in making private decisions on the use of land. To guide the future use and development of the Plan, the following are recommended:

- Development of detailed plans for individual urban areas such as Kelseyville, Middletown, Clearlake Highlands and others as shown on the General Plan Map.
- A comprehensive system of mapping according to an officially adopted and countywide grid. Zoning Maps should be adapted into the grid.
- Amendment of the Zoning and Subdivision Ordinances to allow the development of large areas as "Planned Communities".
- Precise zoning of all new subdivisions.
- Zoning of the area around the City of Lakeport to match that city's program of rezoning areas of possible annexation.
- Subdivision improvement standards to reflect the road sections adopted by this Plan; full improvement of private streets and roads.
- Limit access to Primary streets by requiring parallel service roads on all new development, and by acquisition of access rights where feasible.
- Continue to establish and enforce building setbacks along principal roads. This applies to any roads designated Primary or Collector in this Plan, or in the future.
- A continuing program of traffic counting on local roads for both "Normal" and peak traffic, so shifting patterns can be detected.
- A countywide system of property numbering, based on the system now in use at Lakeport; a four-quadrant grid increasing east and west from the lake shore, and north and south from First Street.
- A long-range program to bring designated portions of State Highways into the Scenic Highway System.
- Local zoning controls to limit the growth of off-site advertising, and to require the screening or removal of unsightly land uses along major access routes.

GENERAL PLAN

LAND USE

- RESIDENTIAL**
 Urban
 Suburban
 Recreation
- COMMERCIAL**
 Central
 Highway
- INDUSTRIAL**
- AGRICULTURAL**
 Intensive
 Extensive
- CULTURAL-RECREATION**
 Community Center
 High School
 Elementary School
- TRANSPORT**
 Airport
 Heliport



CIRCULATION

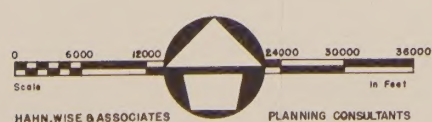
- STATE HIGHWAY**
 Freeway
 Parkway
 Expressway
- COUNTY SYSTEM**
 Arterial
 Collector
 Special Treatment
- STRUCTURE**
- SCENIC CORRIDOR**



PARK CLASSIFICATION

Nº	Name	Symbol
FEDERAL		
1	Van Arsdale	▲
2	Cow Mountain	"
3	Scotts Creek Dam	"
4	Walker Ridge	"
5	Dry Creek Reservoir	"
STATE		
6	Clear Lake Park	"
7	Mt. St. Helena	"
8	Boggs Mountain Forest	"
COUNTY (regional importance)		
9	Rodman Slough	"
10	Library Park	"
11	Lakeside Park	"
12	Borax Lake	"
13	Highland Springs	"
COUNTY or CITY		
14	Bridge Arbor	"
15	Nice Park	"
16	Lucerne (a) ALPINE PARK (b) Harbor (c) Beach	"
17	Hamilton Park	"
18	Richmond Park	"
19	Clearlake Oaks Park	"
20	Austin's Beach	"
21	Red Bud Park	"
22	Middletown County Park	"
23	Middletown Central Park	"

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